

## LEGISLATIVE ASSEMBLY OF THE NORTHERN TERRITORY

### WRITTEN QUESTION

Mr. Higgins to the Minister for Infrastructure, Planning, and Logistics

#### **Traffic Management and Infrastructure at Coolalinga**

- 1. Please outline what plans are in place for traffic infrastructure at Coolalinga at the Stuart Highway and Girraween Road roads intersection.**

Recent land developments in Coolalinga adjacent to the Stuart Highway have put pressure on the existing road network which in turn has created road safety issues at the existing access points on the Stuart Highway.

In 2017, the Department of Infrastructure, Planning and Logistics undertook urgent road safety improvement works at the median break intersection in front of McDonalds and United fuel station. These works have improved safety in the area by removing conflicting movements, with a sharp reduction in the number of crashes. The number of crashes has reduced from an average of 14 crashes per year, to three recorded crashes following the completion of these works in May 2017.

The Department is progressing with a planning study and community consultation in respect to the longer term traffic management arrangements through Coolalinga from Virginia Road to Girraween Road.

- 2. What plans are in place to support access and exit from Coolalinga Central?**

Access to Coolalinga Central is currently via the Stuart Highway service road. The service road can be accessed via the Stuart Highway (southbound), or adjacent local roads.

The Department of Infrastructure, Planning and Logistics is progressing with planning studies and community consultation in respect to the longer term traffic management arrangements through Coolalinga from Virginia Road to Girraween Road. Extensive consultations with key stakeholders and the public have been undertaken and the optimal design solutions are being refined.

More detail is provided under the response to Question 8.

**3. If there are no future plans to improve accessibility to Coolalinga Central from the Stuart Highway, why not?**

The Department of Infrastructure, Planning and Logistics is investigating options to improve accessibility to Coolalinga Central from the Stuart Highway (both north and southbound) for both vehicles and pedestrians.

**4. What is the criteria used to decide which private investments get public access upgrades i.e. if traffic infrastructure upgrades are required to support a new private commercial development how are these decisions made?**

The Department has published Development Guidelines for NT Government Controlled Roads. These Guidelines apply to developments or infrastructure that impact on the Northern Territory Government controlled road network and include processes to be followed for assessment of any land use development application under the *Planning Act*.

These guidelines are available online via the link below for developers or members of the public to review and submit development applications.

[https://nt.gov.au/data/assets/pdf\\_file/0003/165351/development-guidelines-for-ntg-controlled-roads.pdf](https://nt.gov.au/data/assets/pdf_file/0003/165351/development-guidelines-for-ntg-controlled-roads.pdf)

A key requirement of a development application is a Traffic Impact Report assessing the development's traffic generation, trip distribution, traffic operation impact, the nature and timing of impacts, and recommended mitigation measures for the identified traffic impact. The impact of the development on public transport facilities, pedestrian and cycle facilities is also assessed. This information together with other Area Planning details form the basis for the type and location of access for a private development.

Technical standards are required to be met are through Australian Standards and Austroads Design Guidelines.

**5. Is there a uniform policy in place when it comes to the allocation of upgrade works to support commercial developments? If not, why not?**

The Department follows Development Guidelines for NT Government controlled roads to decide on a private development access type and location.

The access type may vary from site to site based on a number of factors including existing infrastructure, future land use plans of the area, traffic growth and road safety issues.

If a developer plans to gain access from NT Government controlled roads, generally it is expected that the developer funds all the works. In some instances, the Northern Territory Government may piggyback (at its cost) on funded works to provide additional enhancements to the road network.

**6. What discussions has the Department had with the owners of Coolalinga Central regarding the immediate need to upgrade accessibility to Coolalinga Central from the Stuart Highway?**

Departmental officers and its design consultants have had numerous meetings with the representatives of Gwelo Developments Pty Ltd (owners of Coolalinga Central) to discuss issues and options.

In addition, the Department has received written feedback from Gwelo Developments Pty Ltd.

**7. How many times have Ministerial or Departmental staff formally visited the Coolalinga Central precinct to study current accessibility issues and to understand what improvements could be made to assist accessibility?**

Staff have undertaken numerous site visits to discuss, review and investigate traffic management issues along Stuart Highway at Coolalinga, using various approaches. This includes consultation with community members and key stakeholders; the review of local CCTV footage; and physical traffic counts for the surrounding road network.

**8. Please update me on what progress has been made to action a program commitment in Budget 18/19 that states, “improving safety and connectivity in and around the Coolalinga commercial precinct in partnership with the Commonwealth (\$12 million)’ (p7, The Infrastructure Program, Budget 18/19:**

[https://budget.nt.gov.au/data/assets/pdf\\_file/0018/500715/2018-19-BP4-book.pdf](https://budget.nt.gov.au/data/assets/pdf_file/0018/500715/2018-19-BP4-book.pdf))

Concept design options were developed and presented to key stakeholders and the broader community for input and feedback during mid-2017. Similar to the first stage of consultations, meetings were also held with key stakeholders, including Gwelo Development Pty Ltd.

Following community feedback, design solutions were further developed. Departmental officers met with the representatives of Litchfield Council (July 2018), Gwelo Development Pty Ltd (October 2018), and landowners affected by potential acquisition to discuss design solutions. Consultation with all affected landowners was completed in December 2018.

In response to the consultation with affected landowners and stakeholders, the Department has developed and assessed a number of pedestrian and direct commercial property access options.

The Department is also investigating service road enhancements and dedicated pedestrian crossing options to remove detrimental impacts on the road network but allow for improved access to the major developments.

Following these further investigations and potential design amendments, broader community consultation will be undertaken to ensure these important and complex road changes are optimal.